

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

February 4, 2008

Donald Johnson
Project Manager
Southern California Edison
2131 Walnut Grove Ave.
Rosemead, C 911770

RE: SCE Antelope-Pardee 500 kV Transmission Project, Segment 1 - Notice to Proceed (NTP #4)

Dear Mr. Johnson,

On January 30, Southern Californian Edison (SCE) requested authorization from the California Public Utilities Commission (CPUC) for use of the "Racetrack" contractor laydown yard.

The SCE Antelope-Pardee 500 kV Transmission Project was evaluated in accordance with the California Environmental Quality Act and a Certification of Public Convenience and Necessity (CPCN) was granted by CPUC Docket #A.04-12-007, SCH #2005061161 on March 1, 2007. The Forest Service is the federal Lead Agency for the preparation of the Project's EIR/EIS in compliance with NEPA. The proposed yard location does not occur in Forest Service land; thus, no approval from the Forest Service is required. **NTP #4 is granted by CPUC for the proposed activities based on the following factors:**

- A request to use the Racetrack contractor laydown yard was submitted January 30, 2007. Per the request:
 1. The yard is bordered to the south by West Rosamond Boulevard and is bordered to the west by 75th Street West. 75th Street West, located just over four miles west of the Antelope Valley Freeway (California 14), serves as access from West Rosamond Boulevard to the Willow Springs International Motorsports Park. The Racetrack Yard will be active from January 2008 until December 2009. The Racetrack Yard is fenced, level, and has been completely graveled. It may be used as-is, with no grading necessary. No vegetation is present that will necessitate any form of cutting, clearing, or grubbing.
 2. The following is a list of activities that are anticipated to occur and items that will possibly be present on the Racetrack Yard for the duration of use: office trailers, vehicle parking, equipment storage, steel delivery and shake out, spill kit storage, fire equipment storage, wire storage, roll-off trash container, roll-off steel disposal container, portable toilets, steel stub angles, rebar and rebar cages, form cans and associated foundation items, fueling from saddle tanks/fuel trucks. Welding and torch work activities will be limited to emergency and mechanical needs only. Open flame activities that may be performed on this property will have a water truck and fire watch present at all times, and will be undertaken consistent with the Project Fire Plan.
 3. Guidelines and regulations established by the SWPPP will be implemented at all times during the use and occupation of the Racetrack Yard. Implementation of all necessary erosion control devices will be properly installed and maintained throughout the duration of yard use. There will be no fuel stored on site. A copy of the SWPPP will be available on-site for reference. The Racetrack Yard is nearly level terrain drained by sheet flow to the south that reaches West Rosamond Boulevard. There are no watercourses or other water conveyance features on the yard. Erosion control measures and BMPs necessitated by mitigation will be applied during wet weather as directed in the project SWPPP to catch runoff from sheet flow. Daily inspections of BMP placement and function will also be performed.

4. The Fugitive Dust Control Plan addresses specific measures that will be required to control dust generated by vehicle and equipment use of the Racetrack Yard. The make, model, and environmental constraints of each piece of equipment brought to the yard will comply with the list of gas and diesel equipment submitted to the CPUC.
5. The entire fenced yard has been graveled and as such does not support vegetation. A biological survey was conducted on 28 December 2007. No sensitive plant or wildlife species were observed during the biological survey. No nesting Swainson's hawk or other raptors were observed. No burrows of a suitable size to accommodate burrowing owl or American badger, special interest wildlife species, were observed on the Racetrack Yard. Open desert scrub habitat outside the fenced yard was surveyed 500 feet from the northern boundary and the northern portion of the eastern boundary.
6. A review of site archives, historical maps, and documents maintained at the South Central Coastal Information Center, California State University, Fullerton, and a Class III pedestrian survey of the Racetrack Yard indicated that no cultural resources will be disturbed by use of the yard. The surface reconnaissance of the project areas was conducted on 4 January 2008. No cultural resources or potential historic properties were observed at or immediately adjacent to the proposed yard, or within the confines of the immediate approach corridor.
7. There are no residences within the vicinity of the Racetrack Yard. A commercial motorcycle shop building is located approximately 170 feet from the yard; proper notifications will be made prior to yard occupation. The next nearest building is a commercial enterprise associated with the Willow Springs International Motorsports Park and is located approximately 390 feet northwest of the proposed yard. The remaining surrounding land is vacant. Use of the Racetrack Yard will not interfere with businesses, surrounding economic uses or other socioeconomic factors in the area. The contractor has procured a verbal agreement from the owner for the use of the yard, and a lease agreement will be obtained pending approval for use of the yard. A copy of the lease agreement will be provided to the CPUC prior to use of the Racetrack Yard.
8. On weekends when the Willow Springs International Motorsports Park is hosting events, use of the Racetrack Yard will result in an increase in traffic, but will not substantially interfere with use of the park due to the early arrival time of most workers who will be using the yard, and scheduling of material delivery as described below. Use of the Racetrack Yard will result in short-term increases in construction traffic along West Rosamond Boulevard and 75th Street West up to the entry of the yard. The anticipated increase in traffic can be accommodated during the week due to the current low volume of traffic on 75th Street West. Trucks hauling material will not enter or exit the Racetrack Yard during the peak traffic times along 75th Street West that coincide with the busiest Willow Springs International Motorsports Park weekend events. For 2008, the busiest dates, as indicated in a telephone conversation 3 January 2008 with Willow Springs International Motorsports Park personnel, are anticipated to be those associated with the Willow Springs Motorcycle Club's events on 19 and 20 January, 16 and 17 February, 15 and 16 March, 5 and 6 and 19 and 20 April, 3 and 4 and 17 and 18 May, 14 and 15 June, 19 and 20 July, 16 and 17 August, 20 and 21 September (the Toyota 200 and 6th Annual RacingWorld.com 250/50), 4 and 5 and 18 and 19 October, 1 and 2 and 15 and 16 November, and 20 and 21 December. In addition, Redline Track Events generate substantial traffic. In 2008, Redline Track Events are scheduled for 9 and 10 February, 22 June, and 26 and 27 July. The 2009 event calendar is not yet available.

The conditions noted below shall be met by SCE and its contractors:

- All project mitigation measures, compliance plans, and permit conditions shall be implemented during construction activities and use of the proposed yard spaces. Some measures are on-going/time-sensitive requirements and shall be implemented prior to and during construction where applicable.

- Copies of all relevant permits, compliance plans, and this Notice to Proceed shall be available on site for the duration of construction activities.
- As identified in APM BIO-5 and Mitigation Measure B-6 in the EIR/EIS, SCE is required to conduct surveys prior to construction of the project. SCE would assign Biological Monitors to the Project. They would be responsible for ensuring that impacts to special-status species, native vegetation, wildlife habitat, or unique resources would be minimized to the fullest extent possible. The Biological Monitor shall be on-site to monitor all work and will conduct sweeps of the approved areas, especially areas with high burrow concentrations which will be impacted. If rodents arise as with all other encountered wildlife on project areas the monitor will stop work in the area and move them to an appropriate location outside of the work area. Where appropriate, monitors would flag the boundaries of areas where activities need to be restricted in order to protect wildlife including special-status species. These restricted areas would be monitored to ensure their protection during construction. This will include protecting species covered under the MBTA and CDFG codes regarding the protection of nests and eggs. If breeding birds with active nests are found, a biological monitor shall establish a 300-foot buffer around the nest and no activities will be allowed within the buffer until the young have fledged from the nest or the nest fails. The 300-foot buffer may be adjusted to reflect existing conditions including ambient noise and disturbance with the approval of the CPUC and USFWS (as well as CDFG). The biological monitor shall conduct regular monitoring of the nest to determine success/failure and to ensure that project activities are not conducted within the buffer until the nesting cycle is complete or the nest fails. In regard to the proposed laydown area, if a bird decides to move into a yard SCE will have to monitor the nest to ensure that their activities do not result in the loss or failure of the nest. A preliminary buffer area around the nest will be established and SCE shall coordinate with the CPUC, CDFG and/or USFWS regarding the presence of the nest. Obviously a 300 foot buffer in a staging yard would likely preclude the use of the site but the mitigation provides flexibility in reducing this on a case by case basis. This will be made by coordination with the agencies.
- Prior to the commencement of construction activities, all crew personnel including haul truck and concrete truck drivers shall be appropriately WEAP trained on environmental issues including protocols for air quality, hazardous materials, biological resources, known and unanticipated cultural materials, as well as SWPPP BMPs. A log shall be maintained on-site with the names of all crew personnel trained.
- No movement or staging of construction vehicles or equipment shall be allowed outside of the approved areas. If additional temporary workspace areas or access routes, or changes to construction technique or mitigation implementation to a lesser level are required, a Variance Request shall be submitted for CPUC review and approval.
- If construction debris or spills enter into environmentally sensitive areas, the jurisdictional agencies and CPUC EM shall be notified immediately.

Sincerely,

John Boccio
 CPUC Environmental Project Manager

cc: V. Strong, Aspen